

# **Glenwood Windshield Survey Final Report**



prepared for the City of Springfield by:

**Heald & Wright**  
**June 2001**

## **1. Project Overview**

### **Introduction to the Project**

In 1999, the City of Springfield assumed jurisdiction over the area known as Glenwood. Virtually no historic resource work had previously been conducted in Glenwood. In order to ascertain the number and type of historic resources in the Glenwood area, the City hired Heald & Wright, historic preservation consultants, to conduct a windshield survey. Leslie Heald and Sally Wright are independent historic preservation consultants based in Eugene. This project was part of a larger contract, which also included a survey update for the downtown area of Springfield. The project commenced in January 2001 and was completed in June 2001.

### **Project Methods**

The purpose of this project is to identify historic properties in the Glenwood area that are potentially eligible for nomination to the National Register of Historic Places. As a "windshield survey", it did not include a detailed inventory, but rather looked at broad distributions of resources to identify sites and structures worthy of future research.

The area examined during this project is defined by both political and natural boundaries. Glenwood lies between the cities of Eugene and Springfield and has traditionally served as a transportation corridor between the two. It is bound on the north and east by the Willamette River, and on the west by the I-5 corridor. The interstate curves to meet the Willamette River, creating a point at the southern edge. The Glenwood area contains 504 acres, currently divided into 418 tax lots.

A windshield survey focuses on quickly identifying potential concentrations of historic resources as well as individual resources that appear to merit further research. As the name suggests, this survey was conducted by car. The consultants drove all the roads in the Glenwood area over a period of two days. The location of resources which appeared to be 50 years old or older were marked on a blown up map of the area. Using a color code, resources were classified as residential or commercial/industrial. A number of resources were photographed, with the goal of recording a range of the resource types observed. Address numbers for photographed resources were recorded.

Archival research was similarly broad. The consultants checked records at the City of Springfield, Springfield Public Library, Eugene Public Library and University of Oregon Library for information on Glenwood. Research concentrated on the general growth and development of the Glenwood area and sources such as aerial photos and historic maps were the most useful in gaining this type of information. A complete list of sources consulted is included in the bibliography.

## **2. Historical Overview**

While both Springfield and Eugene experienced settlement and development as early as the 1850s, Glenwood did not begin to develop until several decades later. In 1888, a subdivision called Glenwood Park was filed. This plat was amended in 1890, but few houses appear to have been built at that time, largely due to the annual flooding of the Willamette River. However, Glenwood functioned as a crossroads for the upper Willamette Valley and connected

Eugene and Springfield. The east-west county road through Glenwood later became the route of the Pacific Highway, and is now known as Franklin Boulevard/McVay Highway. An area of Glenwood known as Springfield Junction developed along the McVay Highway at the point where the road and railroad cross the river into Springfield. By 1910, three bridges crossed the Willamette in this area, including an automobile bridge, a steel railroad bridge and an electric streetcar bridge.

Eugene and Springfield both experienced substantial economic and population growth during the 1940s. Because of its position between the two towns, Glenwood also experienced some commercial expansion, particularly along the Pacific Highway/Franklin Boulevard route. In the early 1940s, these included a clothes cleaner, a hardware store, three service stations, a furniture shop, a tavern, a donut shop, two cafes and a number of tourist courts (Springfield News 1941, Polk 1945). In December 1946, Glenwood formed a Business Men's Association (Springfield News 1946). A branch post office was established in 1948 and the Willamalane Park District developed a park in Glenwood (now known as James Park) in 1949 (Springfield News 1949).

There are a number of historic contexts that overlap geographically and thematically with the history and resources of the Glenwood area. Both the Eugene Area Historic Context Statement (1996) and the Springfield Historic Context Statement (1999) contain some information about Glenwood. In addition, a statewide agricultural development context was drafted in 1989 (Speulda) which identified survey and research needs, preservation activities, and goals and priorities for the preservation of historic agricultural resources. Glenwood was initially developed as an agricultural area, in addition to its role as a transportation corridor, and some resources related to this agrarian past may be intact amongst the more recent commercial/industrial and residential development.

### **Anticipated Resources in the Survey Area**

It was anticipated that Glenwood would contain a range of historic resource types including resources related to agriculture, industry and manufacturing, transportation and communication, commerce, government and culture, including residential architecture. Because of the historic importance of the Pacific Highway/Franklin Boulevard corridor, the consultants expected to find concentrations of resources related to transportation and commerce, such as service stations, motels, warehouses, stores and restaurants. The presence of the railroad also led the consultants to predict related manufacturing resources such as mills, factories and machine shops.

### **Overview of Identified Resources**

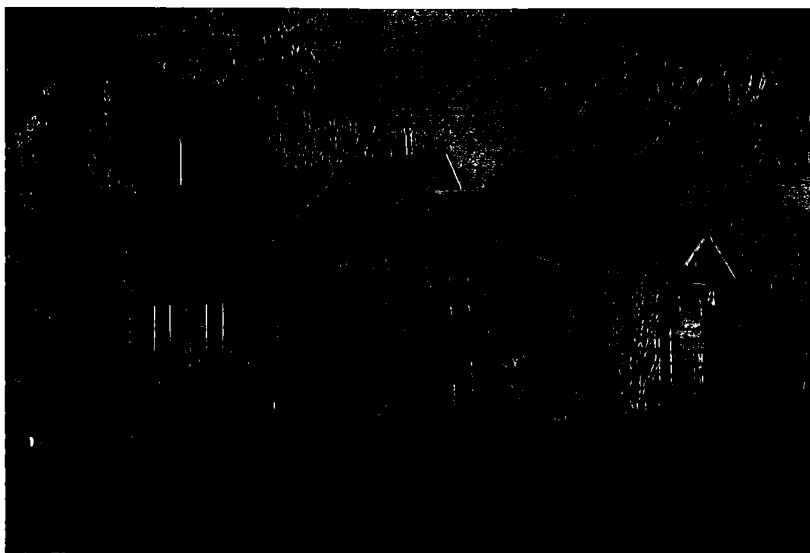
This brief windshield survey identified a number of resource types in the Glenwood area. As expected, many of these resources related to the historic and current status of the area as a transportation corridor for cars and trains. Most non-residential buildings fall in the categories of industry and manufacturing, transportation, and communications and commerce. Very few resources related to agriculture were noted. Glenwood did contain more residential areas than was anticipated. These areas, which are quite fragmented by commercial and industrial infill in some spots, contain a variety of modest buildings from the first half of the 20<sup>th</sup> century. Both single and multi-family dwelling were noted. Many are vernacular in character, reflecting Glenwood's working class background and its unincorporated freedom from building code restrictions. In addition to more traditional housing types, Glenwood also contains a number of

historic trailer parks which are a significant type in their own right. Another unexpected resource found during this windshield survey was a c. 1910 cemetery, located between Judkins Road and the I-5 corridor.

### **Architecture of Glenwood**

The resources observed in Glenwood tend to be utilitarian or vernacular in nature, with very few high style buildings in evidence. No architects or builders were identified during this windshield survey, but it is likely that designers and contractors who were active in Eugene and Springfield also built structures in Glenwood.

Residential buildings in Glenwood are generally of wood frame construction with wood siding. Only two c. 1890-1900 residences were identified. Most houses seem to have been built between 1910 and 1950. Simplified bungalows, period revival styles and 1940s era tracts are predominant. Many structures are little more than modest cottages and have few defining architectural details. The five trailer parks identified during the survey contain an alternative housing type, one which is apparently quite popular in Glenwood. These parks, and many of the trailers in them appear to date from 1950-1960. The trailers themselves are mostly metal, but many have been adapted with wooden additions. Very few newer, post-1960 residential buildings appear in Glenwood.



*Photograph 1: Residential buildings in Glenwood are typically of wood construction and vernacular in style, like this example at 259 Brooklyn*

Commercial and industrial buildings in Glenwood are generally of wood frame or concrete construction. Quonset huts are also a popular building type in this category. Commercial and industrial buildings are often sided with stucco or corrugated metal. Only one c. 1900 or earlier commercial/industrial building was identified, an apparent combination factory/commercial building north of Franklin Boulevard (3698 Franklin). Most commercial/industrial buildings date from 1920 to 1950, with more modern infill also occurring, sometimes surrounding an older industrial structure, as seen at the Pepsi bottling facility.

### **3. Survey Results**

The goal of conducting this windshield survey was to identify buildings and neighborhoods in Glenwood which appear to be historically significant and which merit further research. During the course of this project, several areas were identified which do contain potentially significant concentrations of historic resources. Representative buildings in each area were photographed, and a log of all these pictures is included in the appendix. The accompanying map of the survey area shows where these concentrations lie.

**Residential:** As stated previously, residential construction in Glenwood consists primarily of modest single family and multi-family homes. Three distinct concentrations of historic residential buildings were noted during this survey.

The first is a small concentration of approximately 10 to 12 houses located at the north ends of Concord and Brooklyn, north of Franklin and quite close to the Willamette River. These houses are small vernacular cottages, dating from approximately 1920 to 1940.

A second, much larger concentration lies in the heart of Glenwood, south of Franklin Boulevard. This neighborhood is roughly bounded by 14<sup>th</sup>, Brooklyn, 18<sup>th</sup> and Henderson. However, a small offshoot of historic resources stretches along the south side of 17<sup>th</sup>, west of Henderson, and should be added to this square area. The Midway Manor trailer park, which lies within this area, should be considered separately. The homes in this area range from simple bungalows to 1940s era Minimal Traditional homes.

The third concentration of historic residential housing is located in the hilly area north of the interstate. It encompasses approximately four blocks, in the area east of Henderson, south of the train tracks, north of 23<sup>rd</sup> and west of the steep hill bank. These houses are more small vernacular homes, dating from c. 1920 to 1940. Many have been fairly altered.

Two individual dwellings which are not located within any of these more concentrated areas may be worthy of further study. One is the jerkinhead bungalow located just south of Franklin as you enter Glenwood from Eugene at 3005 Franklin. The second is a c. 1890-1900 farmhouse located close to the railroad tracks at 1780 Mississippi. It appears to be the oldest residence in Glenwood.

**Trailer Parks:** Glenwood contains five trailer parks, some of them quite large, making this an important housing type for Glenwood. Four of these five trailer parks are historic and potentially National Register eligible (Midway Manor, Shamrock Village, Riverside Trailer Court and Eugene Mobile Village). The fifth trailer park, River Bank RV Park, is much newer and is not potentially eligible.



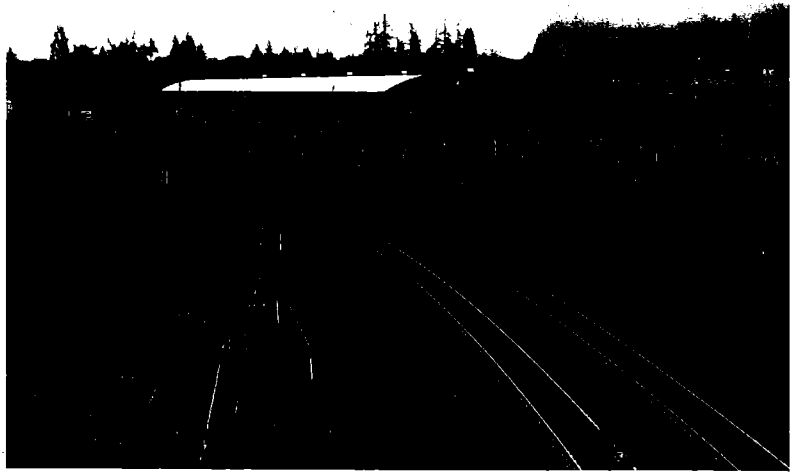
All four trailer parks seem to date to 1950-1960. Both the layout of the parks and many of the trailers appear to date to this time period. At least one park, Eugene Mobile Village, also contains permanent structures such as laundries and showers that date to the 1940s or earlier, suggesting this park may have originated as an early car park or travel court.

*Photograph 2: Midway Manor trailer park at 1625 Henderson is one of four historic trailer parks in Glenwood*

**Commercial/Industrial:**

Commercial and industrial resources in Glenwood are concentrated in two primary areas, along Franklin Boulevard and north and south of the railroad tracks. Historic resources stretch along the entire length of these two linear areas, although many newer structures have been added, disrupting the continuity of historic feeling and association.

Naturally, the stretch along Franklin Boulevard contains resources that are more commercial, oriented toward the passing traffic, than industrial. Some resources are located north of the Franklin corridor, on large lots that combine manufacturing and commercial purposes.



*Photograph 3: The Far West Steel plant is an elongated Quonset hut type building lying just south of the railroad tracks*

The historic commercial buildings along Franklin are mostly wood or reinforced concrete buildings. At least one Quonset hut, the Blue Cross Animal Shelter, is found in this area. While the service stations that once existed on Franklin have been demolished or remodeled beyond recognition, there is one remaining historic, transportation related resource, a small c. 1920 motor court at approximately 3700 Franklin. Another significant resource type in this area is historic signs. The Automatic Heat signs at 3675 Franklin are particularly noteworthy, and the signs for Burkett's Trailer at 4446 Franklin are also potentially significant.

Historic resources clustered along the railroad tracks are almost entirely industrial rather than commercial. They are interspersed with new industrial complexes that also make use of this transportation corridor. The Far West lumber mill is probably the most intact and significant resource found in this area. It is a very long, Quonset style building stretching along the north side of the tracks. Other resources are also Quonset style, sided with wood or metal, or are made of reinforced concrete construction. The rail-line itself includes some trestle bridges which may also be potentially significant. The rail bridge crossing Franklin Boulevard is a good example.



*Photograph 4: The Laurel Grove Cemetery, contains many historic headstones as well as historic landscape elements*

**Cemetery:** The Laurel Grove Cemetery, located on a hilltop south of Judkins Road, west of Glenwood Road and north of the I-5, is clearly a significant historic resource and is potentially National Register eligible. The earliest graves in the cemetery date from c. 1910, with a concentration of 1910s and 1920s graves in the center of the cemetery. Many interesting headstones can be observed, and the cemetery maintains its historic design and landscape. The headstones are laid out in straight rows, but the large trees give the landscape a natural look.

## **4. Recommendations**

### **Historic Context**

The Glenwood area has a history which appears to be quite unique from the surrounding communities of Eugene and Springfield. While both those cities have historic context statements which touch briefly on Glenwood, the history of Glenwood has never been thoroughly documented, and based on this preliminary work, it cannot be assumed to be the same as Eugene and Springfield. Completing a historic context statement for Glenwood would provide a much greater understanding of the trends and events which influenced the development of this area and would also provide a better context for evaluating significance of Glenwood's historic resources. The findings of this windshield survey report could be incorporated into the resource identification portion of a historic context statement.

### **Survey**

Based on the findings of this windshield survey, some reconnaissance survey work in Glenwood is recommended. The concentrations of historic resources described above and outlined on the accompanying map contain resources of sufficient age and integrity to make them potentially National Register eligible. They are worthy of further survey work to continue the identification and evaluation process.

### **Designation**

Glenwood does have some potential for National Register historic districts and individual listings. The greatest potential for districts is found in the residential area which lies roughly between 14<sup>th</sup>, Brooklyn, 18<sup>th</sup> and Henderson, and in the four historic trailer parks. In fact, these trailer parks may have the greatest potential as National Register districts. Because they contain original design features such as street layout as well as many historic trailers, and because they appear to be such a historically significant housing type in Glenwood; these parks should be carefully considered for National Register listing.

The Laurel Grove Cemetery appears to be potentially eligible. It should be evaluated using the National Park Service publication "Guidelines for Evaluating and Registering Cemeteries and Burial Places." While the National Register does not normally list cemeteries, it will accept a cemetery "which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events" (National Register Bulletin: How to Apply the National Register Criteria for Evaluation, page 2). The Laurel Grove Cemetery is most likely to be significant for its landscape and design features, which appear to be largely intact.

The commercial and industrial resources found along Franklin Boulevard and the railroad tracks appear to be too fragmented to constitute National Register districts. The infill of modern businesses has had a negative impact on the setting, association and feeling of these resources. However, they may be eligible individually, or under provisions laid out in a Multiple Property Submission. Individual resources should be evaluated for their significance under National Register criteria. They may be eligible because of their architectural significance (Criterion C), association with historic events (Criterion A), or association with significant people (Criterion B). Residential resources which lie outside the concentrations described above may also be eligible for individual listing under National Register Criteria A, B or C.

### **Treatment**

Treatment includes a variety of strategies for encouraging owners to take steps to preserve and maintain their historic buildings. Some suggested methods include producing informational material for owners such as a "most frequently asked questions sheet" or design guidelines and distributing this information to property owners. These types of informational materials should be written in easy to understand layman's terms and include graphics to illustrate correct and incorrect treatment or rehabilitation work. The City should also make information about the tax incentives available for the rehabilitation of historic buildings, where appropriate. The City might also want to create a directory of skilled craftsmen and consultants that can provide technical support and practical assistance to historic building owners.



## **Bibliography**

Army Air Corps. Willamette Valley Project. Aerial Photos, 1936.

ASCS. DBQ. Aerial Photos, 1960.

Cascade Aerial Photography. LC1. Aerial Photos, 1952.

City of Eugene Planning Department. *Eugene Area Historic Context Statement*, April 1996.

Dennis, Michelle L., *Springfield, Oregon 1848-1955, Historic Context Statement* (Revised Edition) 1999

Historic Resources Survey for the Lane Transit District Bus Rapid Transit Corridor, Eugene and Springfield, Lane County, Oregon. Heritage Research Associates Report No. 237, 2000-2001.

National Register Bulletin: How to Apply the National Register Criteria for Evaluation, page 2

Springfield News 1941, Polk 1945

Springfield News 1949

U.S. Army. 4M Project. Aerial Photos, 1944.

**ATTACHMENTS:**

**Maps**

Map of the Survey Area

Windshield Survey Results

**Appendices**

Appendix A: Glenwood Aerial Photos

Appendix B: Glenwood Photo Index





# Windshield Survey Results

— Survey Boundary

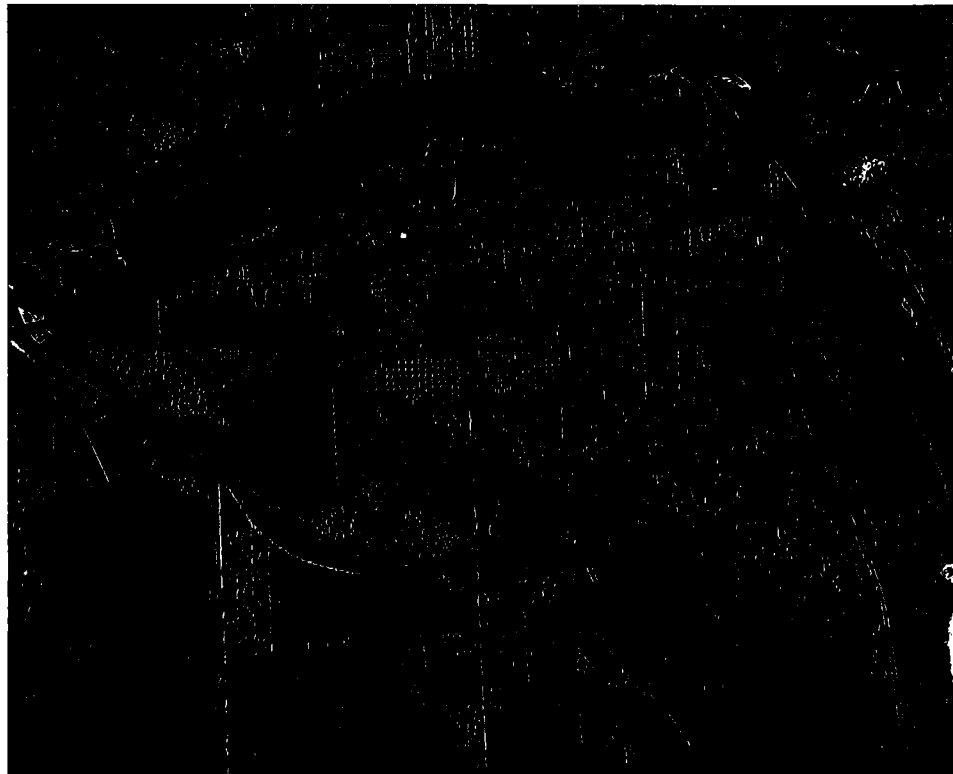
Heald & Wright 2001  
base data courtesy of City of Springfield Public Works Department

- Historic Trailer Park
- Historic Commercial/Industrial
- Historic Residential
- Laurel Grove Cemetery

## **Appendix A: Glenwood Aerial Photos**



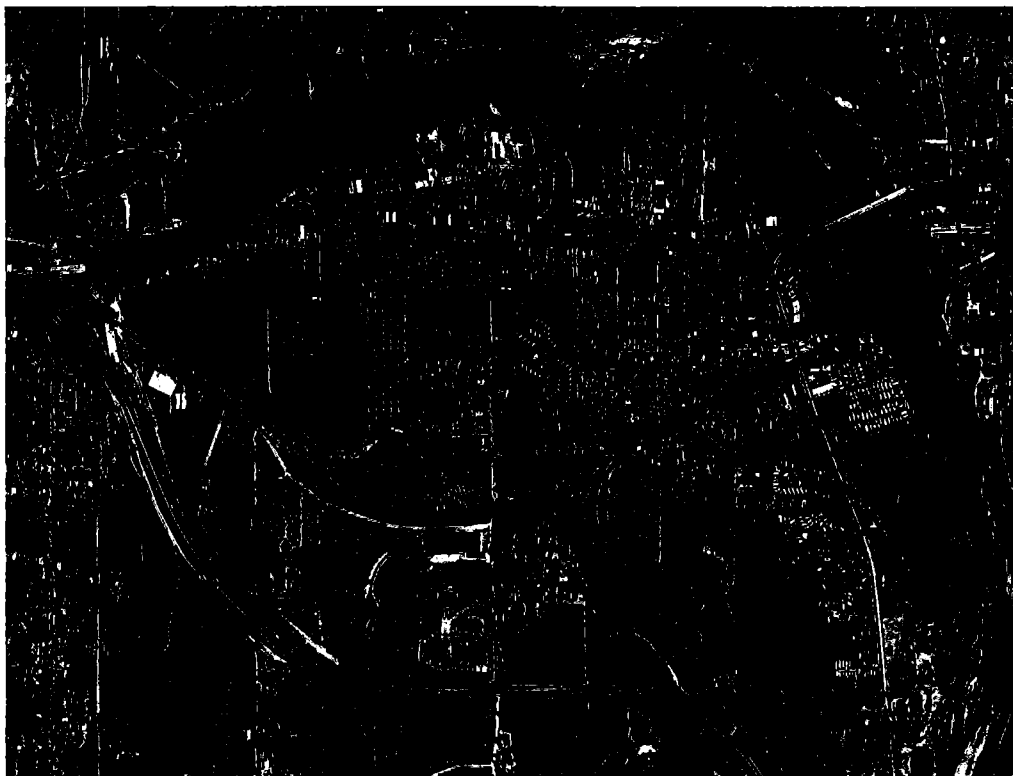
Aerial 1: 1936 aerial photograph of the Glenwood area, note largely agricultural landscape dotted with orchards



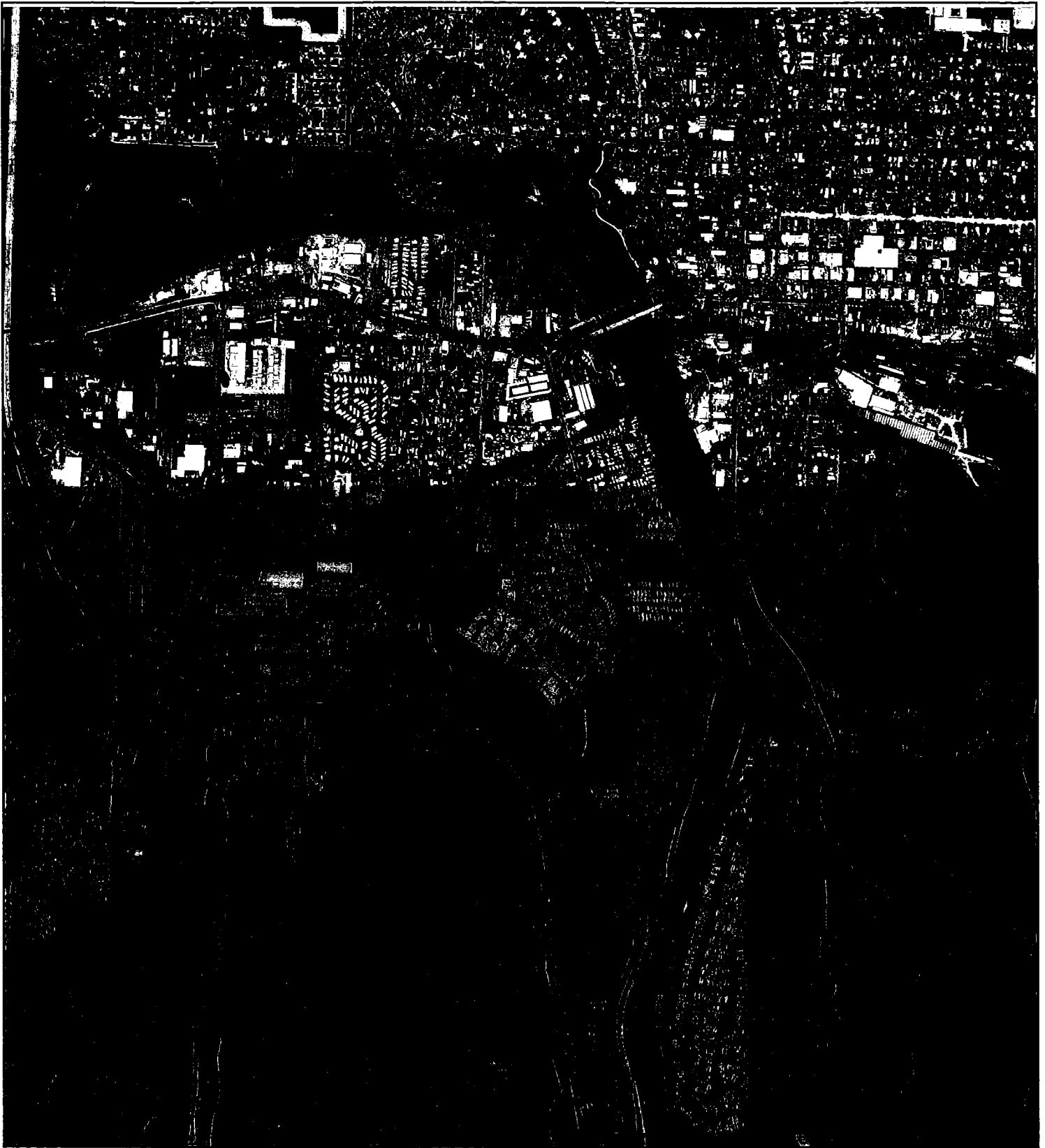
Aerial 2: 1944 aerial photograph of the Glenwood area



Aerial 3: 1952 aerial photograph of the Glenwood area; the Shamrock Village trailer park appears west of the river and south of the railroad tracks



Aerial 4: 1960 aerial photograph of the Glenwood area



Aerial 5: Glenwood Aerial Photograph 1998 (City of Springfield Public Works Department)

## **Appendix B: Glenwood Photo Index**

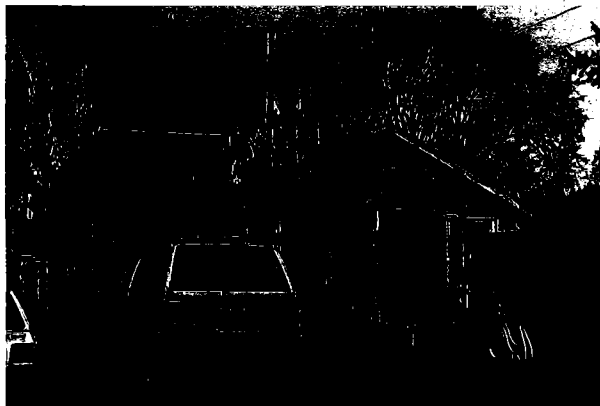
Note - These photographs depict a representative sample of the types of historic resources found in Glenwood. This is not a comprehensive log of all resources in the area.



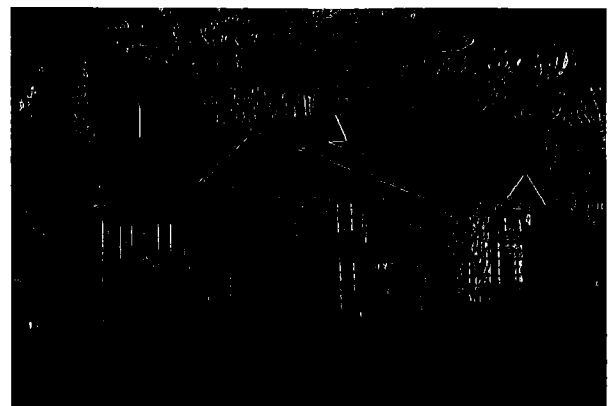
3975 19th



1780 Mississippi



249 Brooklyn



259 Brooklyn



4096 16th



3005 Franklin





1625 Henderson  
Midway Manor



1625 Henderson  
Midway Manor



4750 Franklin  
Eugene Mobile Village



4750 Franklin  
Eugene Mobile Village



3980 15th



1435 Lexington



3815 14th



1735 Henderson  
Glenwood Christian Church



Laurel Grove Cemetery



Laurel Grove Cemetery



Laurel Grove Cemetery



3675 Franklin  
Automatic Heat Signs



4446 Franklin  
Burkett's Trailer Signs



37?? Franklin  
Motor Court



4206 Franklin  
Blue Cross Animal Hospital



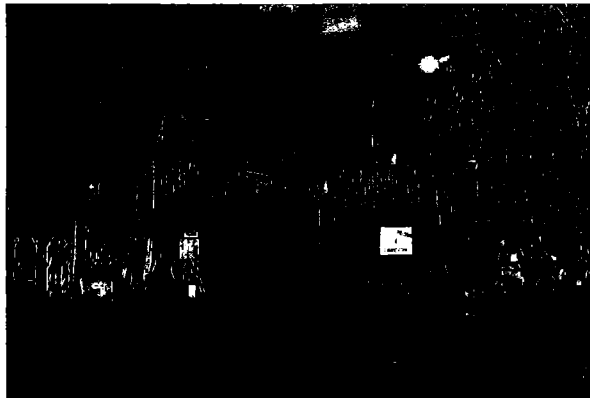
3030 Judkins Road  
Pepsi Bottling Co.



3698 Franklin



3830? Franklin



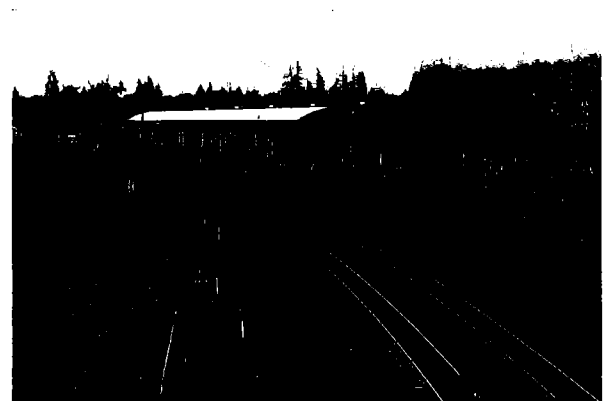
4075? 19th



NE corner 15th & Mississippi



from 19th & Henderson  
Far West Steel



from Glenwood Blvd  
Far West Steel

